

25X-1

REPORT NO.

CD NO.

DATE DISTR. 22 September 1953

NO. OF PAGES 6

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

1. From November 1952 to April 1953, 17 to 20 tanks and 30 to 40 sidecar motorcycles underwent general overhaul at the Wuensdorf tank repair shop every month. It was planned to raise the monthly output of overhauled T-34 tanks to 25 units effective January 1953. This aim has not been reached for lack of spare parts and because of continuous fluctuations in the shop personnel. In February 1953, only 15 tanks underwent general overhaul; however, this number rose to 22 in March after spare parts were delivered to the installation. Beyond the figures mentioned, an additional 1 to 3 tanks were repaired monthly in special shifts. 1 A small portion of the tanks overhauled was delivered to the VP, while the majority of the tanks was shipped to Soviet units, mostly by rail and at night. 2
2. Spare parts for other Soviet tank repair shops were also manufactured at the Wuensdorf installation. In December alone, 450 bogie wheels, 450 side levers for bogie wheels and 75 drive sprockets were manufactured and sent to other tank repair shops.
3. From late November 1952 to February 1953, about 50 young VPs were attached to the tank repair shop for familiarization with the work done in such an installation. About early December, 5 engineers, 6 foremen and a sizeable number of workers were transferred from Kirchmooser to Wuensdorf. This personnel was to be moved to a newly established tank repair shop in Neubrandenburg and Torgelow. 4 A number were sent to Neubrandenburg in late February. In mid-March, a lieutenant colonel from Neubrandenburg arrived at Wuensdorf and asked that he be given the help of further efficient engineers to assist in the setting up of machine tools at the new tank repair shop at Neubrandenburg. [redacted]
[redacted] the repair shop in Neubrandenburg was to serve VP units but that it continued to be controlled by the Soviets. 5
4. Previously, the engines of the tanks turned in at the Wuensdorf repair shop had not been repaired there but forwarded by rail. In mid-April, facilities for the repair of engines were installed in workshop No 62. This measure was necessitated by a fire at the Wurzen repair shop, where previously some of the engines from Wuensdorf were overhauled. So far, only AA- and BB-type Ford engines for trucks and sedans have been repaired at Wuensdorf. 6

25X1

25X1

Approved For Release 2004/02/13 : CIA-RDP80-00810A002300170007-1

SECRET

25X1

-2-

5. Most of the spare parts as well as new tank engines delivered to the installation came from Muallrose. Only gear wheels, bevel wheels and intermediate gears were delivered from the USSR.

25X1

6. Electric power is supplied to the repair shop through a high-tension transmission line. At present six transformer stations with a capacity of 315 KVA each are available. Since these transformers are not adequate for the requirements of the installation, 6 new 500 KVA-transformers were ordered in February. They have not yet been delivered. An emergency generator is apparently not available. The output of the repair installation is detrimentally affected by a shortage of materials. Particularly special steels, turning tools and steel wire are bottlenecks. For this reason, old material must often be used for the repair of tanks, which mostly are not up to the requirements to be met. Complaints by troop units are therefore a frequent occurrence.

7. In early April, the German administration of the repair shop was deactivated. German manager Andronchewski (fma) was transferred. In early June, about 650 German workers, employees and technical personnel were employed at the installation. According to a tabulation made by the East German Ministry for the Engineering Industry the machinery available at the repair installation represents a total value of 3,500,00 eastmarks.⁸

25X1

8. From December 1952 until late May 1953, the monthly production target at the repair shop was about 19 overhauled tanks. This target was mostly met. The tanks which had been repaired were mostly shipped out at night. Outgoing shipments during the period under review included 3 T-34 tanks on 24 November, 5 T-34 tanks on 24 December and 2 T-34 tanks on 25 December.⁹

25X1

9. In late November 1952, about 110 VP officer candidates arrived at Wuensdorf for training at the repair shop. The officer candidates from Prenzlau remained at the installation until early February 1953.¹⁰ After 24 November, engineers and craftsmen from the Kirchmoeser tank repair shop continuously arrived at Wuensdorf. The German personnel at the Kirchmoeser installation is said to have been discharged. In February 1953, a portion of the personnel involved was sent to Neubrandenburg, another portion will allegedly be sent to Oranienburg.

25X1

25X1

10. Three new blocks of dwelling houses were scheduled to be erected in the northern section of the repair installation. After the material required had already been delivered and excavation work started, the project was canceled on 17 April. Rumors had it that the repair shop was to be transferred from Wuensdorf in order to provide space for headquarters units from Karlishorst.¹¹

11. In late December 1952, about 150 Soviet soldiers, about 18 years old, arrived at Wuensdorf to be familiarised with the repair work done at the installation. Other Soviet soldiers arrived in May for the same purpose. In mid-April, German manager Andronchewski (fma) was transferred to some undetermined place. A total of 150 German workers was given notice for 1 June. Further German workers are to be discharged at a later date. Their places are to be filled by Soviet soldiers.

12. 12 tanks on the parking lot of the installation. An additional 6 tanks arrived on 5 May. an additional 35 to 40 tanks at the parking site. The tanks, which had apparently been unloaded during the night, were no longer seen on the following day.¹²

25X1

25X1

13. On 30 January, a VP unit vacated their quarters at Mallensee (lake) which had been used for the duration of a training course at the tank repair shop. On 4 February, 11 canvas-covered trucks left Lutz Kaserne.

25X1

25X1

25X1

SECRET

25X1

SECRET

25X1

-3-

25X1

14. In early March, the Wuensdorf tank repair shop was redesignated "Field Division Repair Shop". Only T-34 tanks were repaired at the installation. Almost all the spare parts were delivered by other installations, carburetors from Cottbus, caterpillar tracks from Dynaburg, and radio transmitters from the RFT radio engineering plant at Dabendorf. All the German workers employed at the installation will reportedly be discharged. A total of 250 workers has already been given notice for 30 May. Soviet soldiers have been familiarized with the work done at the installation for some time. However, the experiences made with these young soldiers are unsatisfactory. ¹⁴ Efforts have been initiated to transfer the skilled workers from Wuensdorf to the tank repair shop in Neubrandenburg. ⁵ From 1 January through 8 June 1953, 105 T-34 tanks were dismantled at the installation, while 70 tanks, which had undergone general overhaul, were shipped out.

25X1

15. All the German workers of the installation, a total of about 800 men, were given notice for 15 June. The discharged workers were informed that they may apply for work at the repair shops in Brandenburg or Kirchmoeser. ¹⁴ In the first 6 months of 1953, the monthly production target at the installation was 25 tanks. However, this target was never met because of a shortage of materials and the presence of unskilled Soviet soldiers who had to be familiarized with the work done at the installation.

25X1

Comment. These special shifts are inserted for propaganda reasons.

25X1

Comment. It is believed that the German work force of the installation, a total of 1,500 to 2,000 men, is employed for the manufacture of these spare parts. These German workers do not participate in the disassembly or assembly of tanks. Outgoing rail shipments of tank spare parts have been confirmed.

25X1

Comment. The transfer of German personnel from Kirchmoeser to Wuensdorf has also been reported.

25X1

Comment. The establishment in Neubrandenburg of a KVP tank repair shop was reported previously.

25X1

Comment. For sketch of the Wuensdorf tank repair shop, Repair shops for tank engines were previously known to exist in Wurzen and Alt Luedersdorf. The information that tank engines were henceforth be repaired also at Wuensdorf is noteworthy.

25X1

Comment. Information on a new tank sight to be used at night was transmitted previously. Since all efforts to verify this information have been in vain, it must be doubted that such sights have been seen at Wuensdorf.

25X1

Comment. For tabulation of machine tools available at Wuensdorf, see Annex.

25X1

Comment. These shipments were reported previously.

25X1

Comment. Information on the organization of such courses designed to train technical VP officers and mechanics to be employed at VP tank repair shops was first obtained in late 1952.

25X1

Comment. Plans to move Soviet headquarters from Karlshorst to Wuensdorf were known previously. Some headquarters have already been transferred. The information that the tank repair shop will be transferred from Wuensdorf was received for the first time and is believed to be improbable. The rumor may have its origin in the discharge of German workers and the transfer of skilled personnel to the future VP repair shop in Neubrandenburg.

25X1

25X1

SECRET

25X1

SECRET

25X1

-4-

25X1

25X1

25X1

Comment. Information that the German workers were given notice was also received [redacted] The information requires confirmation.

25X1

SECRET

25X1

SECRET

25X1

Annex

Tabulation of Machine Tools Available at the Wuensdorf Tank Repair Shop,Status of late March 1953

| Type of Machinery | Type Designation | Number of Units Available | Turning Length and Stroke | Diameter over Bed in mm | Diameter over Carriage in mm | Diameter at Bend (Kroepfung) in mm |
|-----------------------------------|------------------|---------------------------|---------------------------|-------------------------|------------------------------|------------------------------------|
| Kaerger lathes | D.L. 3 | 26 | 1000 | 200 | 120 | ./. |
| | D.L. 3 | 2 | 1500 | 200 | 120 | ./. |
| | D.L. 2 | 2 | 1000 | 200 | 120 | ./. |
| Meuselwitz | B.R. 63 | 15 | 2000 | 315 | 200 | 450 |
| Niles | No 4 | 6 | 1000 | 315 | 180 | 305 |
| | No 4 | 3 | 1600 | 315 | 180 | 305 |
| | No 6 | 1 | 1600 | 400 | 240 | 245 |
| | No 8 | 1 | 2000 | 560 | 305 | 560 |
| | No 8 | 3 | 2500 | 560 | 305 | 560 |
| | No 8 | 2 | 3150 | 560 | 305 | 560 |
| Turret lathes | K. 275 | 1 | 1800 | 700 | ./. | 3000 |
| Vertical boring and turning mills | E 105 | 2 | 625 | ./. | 525 | ./. |
| Backing-off lathes | D.H.U. 225 | 1 | 500 | 450 | 250 | ./. |
| Turret lathes | D.R.V.W. 50 | 6 | 600 | 400 | 300 | ./. |
| | D.S. 28 | 5 | 380 | 300 | 120 | ./. |
| | D.C. 25 | 5 | 380 | 300 | 120 | ./. |
| Crankshaft grinding machines | K.W.S. 4 | 4 | 2000 | 630 | 120 | ./. |
| Surface grinding machines | H.F. 30/1000 | 1 | 1000 | 300 | ./. | ./. |
| Cylindrical grinding machines | S.R.U. 11 | 2 | 800 | 240 | ./. | ./. |
| | S.R.A. 300 | 2 | 1500 | 300 | ./. | ./. |
| | S.R.D. | 1 | 800 | 240 | ./. | ./. |
| | S.R.S. 125 | 1 | 200 | 125 | ./. | ./. |
| Surface grinding machines | S.W.H. 6/49 | 2 | 600 | 200 | ./. | ./. |
| Circular grinding machines | 606 | 3 | 350 | 300 | ./. | ./. |
| Universal grinding machines | S.U.W. 200 | 2 | 600 | 200 | ./. | ./. |
| Horizontal machines | H.D.S. 600 | 2 | 600 | 250 | ./. | ./. |
| Wotan-type grinding machines | R.J.N. | 3 | 150 | 100 | ./. | ./. |
| Horizontal milling machines | F.W. 300 | 9 | 590 | 380 | ./. | ./. |
| Vertical milling machines | I.A.V. | 2 | 450 | 300 | ./. | ./. |

25X1

SECRET

25X1

SECRET 25X1

-2-

Annex

| Type of Machinery | Type Designation | Number of Units Available | Turning Length and Stroke | Diameter over Bed in mm | Diameter over Carriage in mm | Diameter at Bend (Kroepfung) in mm | Bore in mm |
|--------------------------------------|------------------|---------------------------|---------------------------|-------------------------|------------------------------|------------------------------------|------------|
| Gear hobbing machines | Z.W.F. 8 | 2 | 770 | 300 | ./. | ./. | |
| | Z.W.F. 5 | 1 | 500 | 250 | ./. | ./. | |
| Pee-Wee | IV | 2 | 116 | 80 | ./. | ./. | |
| Horizontal boring machines | P.F. 80 | 1 | 900 | 800 | ./. | ./. | 45 |
| Radial boring machines | B.R. 80/2500 | 1 | 1750 | 1600 | ./. | ./. | 50 |
| Upright drills | B.K. 40 | 2 | 1120 | 355 | ./. | ./. | 40 |
| | B.S. 25 | 7 | 1120 | 315 | ./. | ./. | 40 |
| | H.B. 6. III | 13 | 400 | 200 | ./. | ./. | 13 |
| | ? | 4 | 500 | 250 | ./. | ./. | 20 |
| Circular metal saws | S.g.K.K. 1250 | 1 | 400 | 450 | ./. | ./. | |
| Power hacksaws | S. 16 | 3 | ./. | 160 | ./. | ./. | |
| Shaping machines | St.W. 630 | 3 | 700 stroke | 720 width | 250 height | | |
| | W.H. 1 | 3 | 435 " | 580 " | 400 " | | |
| Shapers | S.M. 40 | 2 | 600 | 900 | | | |
| Hydraulic presses | V. 25 z | 2 | 500 | 350 | | | |
| Punching machines | A.M.P. 60 | RI 1 | 377 | 245 | | | |
| | A.M.P. 30 | 3 | 310 | 195 | | | |
| Hydraulic presses | K.P.S. 250 | 2 | 490 | 1 m ² | | | |
| | K.P.S. 63 | 3 | 300 | 0,5 m ² | | | |
| Compressed air hammers | | 3 | 385 mm | 350 mm | | | |
| Broaching machines | R.W.H. 15 | 1 | 1300 " | 600 " | | | |
| Gear cutting machines | S.S.M. 1 | 1 | 150 | 1000 | | | |
| | S.S.M.O. | 1 | 80 | 250 | | | |
| Thread cutting machines | G.W.F. | 1 | 250 | 200 | | | |
| Finnish cutting machines | F.K. 40 | 1 | 400 | 400 | | | |
| Twist drill relief grinding machines | Sp.O/30 | 2 | 500 | 80 | | | |
| Groove grinding machines | F.S.I.E.K. | 1 | 1400 | 520 | | | |
| Punching tool | E.W.F. 10 | 2 | | | | | |

25X1

SECRET